

THE DAYTONA GAZETTE-NEWS.

Vol. 19, No. 42

Goes Everywhere. Reaches All Classes.

Daytona, Florida, Saturday, March 14, 1908.

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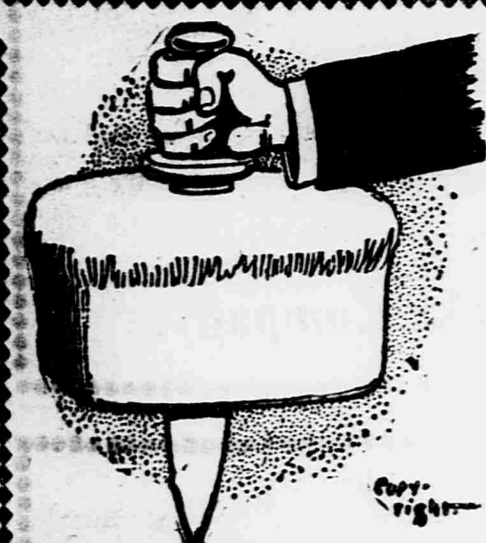
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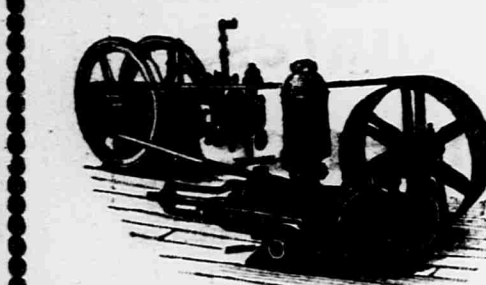


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Central Auto Garage Place, Magnolia Avenue, DAYTONA, FLA

AFTERMATH OF THE RACES

The sixth annual Ormond-Daytona automobile tournament has closed, and was highly successful in every way. The results justify the belief that next year will witness the greatest racing tournament ever held in the south, on the peerless stretch of sand.

The results, which were reported in the Gazette-News last Saturday, may be briefly summarized as follows:

100-mile event, for the Minneapolis trophy. Won by Emanuel Cedrino, in 60 h. p. Fiat. Time 1:49:79.

150-mile event, stock chassis. Won by Louis J. Bergdoll, of Philadelphia, in 80 h. p. Benz. Time 2:40:33.

125-mile event, gentlemen's invitation race. Won by Louis J. Bergdoll in 80 h. p. Benz, stock chassis. Time 1:53:30 1-5.

256-mile race, for Automobile Club of America Cup: won by Emanuel Cedrino, in 60 h. p. Fiat. Time 3:21:27 2-5.

Cedrino did not stop at the finish of this event, but, pushing on, reeled off 100 miles in 3:44:37. This, driven at a rate of 77.7 miles per hour, set a new world record, the rate being seven miles faster per hour than the old record, held by Nazarro.

100-Mile Special Race—Won by Maurice Bernin, driving 60 h. p. Renault. Time 1:12:56. This, too, sets a new record, the old record, made by

Walter Clifford-Larp, being 1:15:40. David Bruce Brown, driving 60 h. p. Fiat, covered the mile in 35 2-5 seconds.

The tournament this year was under the auspices and management of the Automobile Club of America and the Florida East Coast Automobile Association, with officials of the highest standing in charge.

Referee Robert Lee Morrell handled the tournament with marked precision, running the programmed events off promptly, and allowing no delay in beginning races. He was most ably assisted by Fred Wagner, official starter for the A. A. A. Wagner, who has always started the Vanderbilt cup races, handled his part of the work as he always does, perfectly.

In brief, in every way the handling of the tournament was something on which all were to be congratulated, and it establishes without question the competency and ability of the Automobile Club of America to take charge.

If one will glance again at the above summary he will see that the cars that made a name for themselves on the beach this year were the Fiat, an Italian car; the Renault, a French car; the Benz, a German car; and the Christie, an American car, which set a new record for stock cars.

Chief honors, however, go to the foreign cars. The following American cars were on the beach: Allen-Kingston, Haynes, Hotchkiss, B. L. M., Cleveland and the two Christies. The larger Christie, playing in hard luck, did not figure during the meet. The smaller powered Christie set the new stock car

record and finished second in the 256-mile event. But for this the American cars were out of the running.

This means much for Ormond-Daytona beach races next year, and the tournament, which will probably again be in charge of the A. C. A., should find the largest field of entries in the history of the beach.

E. Rand Hollander, of Hollander & Tangeman, American agents for the F. I. A. T., in speaking of the beach and beach racing said:

"Ormond-Daytona must never be abandoned. It is the finest course in the world, holding as it does every record from the kilometer to 300 miles. Talk of abandoning it is foolish, and I predict that next year it will stand out as the greatest course in the world, and over its hard smooth sands will be run the greatest race in its history."

"I shall be back again next year, and you can count upon the Fiat being well represented. Other foreign manufacturers will be on hand, and the American builder, astute a business man as he is, is certain to come."

It is a wonderful course, and it will only be on Ormond-Daytona sands that the Ormond-Daytona records will be broken.

"Paul La Croix, American agent for Renault Freres, and Louis Bergdoll, American agent for the German Benz, echoed Mr. Hollander's remarks, and Christie, too, has announced that he will be back again. That, considering that the tournament is set a year away, means wonders for 1909."

A "BLACK HAND" COMMUNICATION.

Life of Marshal Smith Threatened.
Mayor Seaman Reappoints Him
And City Council Confirms.

Daytona, Fla. Mr. Seaman Dear Sir We have Elected you for the Mayor of this city and if you point Ed. Smith for a Marshall you have fix a Way for his Wife to be a Widor you can suit your Self.

The above letter was recently received by Mayor (Glen B. Seaman), as is shown by the following communication addressed to the City Council, by His Honor, Monday evening.

To the Honorable City Council of the City of Daytona:

Gentlemen: I have the honor to present the names of appointees to fill the offices named below. I have had under careful consideration several applicants for such positions, and after a careful examination of the merits of each, have found those named well qualified to fill the respective positions.

In the matter of the application of Edward L. Smith to be continued in the office of City Marshal, I will say that he had a worthy competitor, but all things considered, I deem him to be the best qualified. He comes before the Council for approval with the written commendation of ninety-seven of the most prominent business and professional men of the city, including every member of your honorable body.

As a final argument in his favor as a zealous official and as an answer to the following anonymous letter, which is a sample of others, threatening the life of the marshal in case of his reappointment, I have decided to reappoint him.

The letter above referred to is as follows:

"Daytona, Fla.
"Mr. Seaman Dear Sir We have Elected you for the Mayor of this city and if you point Ed. Smith for a Marshall you have fix a Way for his Wife to be a Widor you can suit your Self."

If there be one thing I dislike more than any other it is an attempt to force my hand in the matter of the performance of a public duty. In a quiet and generally law abiding community like this the Mayor cannot permit himself to be influenced by threats and allow his appointments to be dictated by thugs and amateur assassins. He must hold in contempt any man who has the meanness to send a anonymous letter. The proper place for such letters is the waste basket, where they usually land; but in a case like the present, when the life of a public servant is menaced, it is proper that the City Council and the people should awaken to the fact that there are in our midst a few thieves and would-be-cut-throats, who need to be watched, and when located, scourged from the community.

I therefore present the following list of appointees and ask your approval of the same:

For City Marshal—Edward L. Smith.
For Deputy Marshal—Midway—G. D. Taylor.

For Deputy Marshal—Waycross—S. P. Singleton.

For Special Policemen, without compensation—Messrs. W. F. Jibb, at the railway depot; N. N. Bailey, at the Central

Bridge; Talcott F. Kelsey and W. W. Ledwith, at the South Bridge.

For Special Policeman—John Meyer.
For Sanitary Inspector—M. H. Zuber.
G. B. SEAMAN, Mayor.

Daytona, March 2, 1908.

The council approved the appointments of the mayor.

The street commissioner was instructed to renovate the City Hall and Mayor's office.

W. G. Hobbs presented his bond as collector in the sum of \$3,000 with C. M. Bingham and J. D. C. Morris as sureties and same was approved.

The bill for the salaries of the preceding council, which had been held up by ex-Mayor Greene and referred to the finance committee, were disapproved. Under the ordinance a resolution must be passed authorizing the salary for succeeding councilmen. This the council of 1906-7 failed to do.

The council adjourned until next Monday night, when Assessor Edmondson will present his roll for approval.

REAL ESTATE VERY ACTIVE.

Many Pieces of Property Change Ownership.—Many More in Prospect.

There has been considerable activity in real estate here within the past week, and the field is full of "lookers." Of course they are looking for bargains, but there is every indication that in the end a large amount of property will change ownership, although prices are higher than last season.

Smith & Hitch have sold the following properties during the past ten days:

Mrs. Mary E. Kreitzberg, of Port Jefferson, L. I., has purchased the N. B. Wheeler house and lot on Volusia avenue. The George H. Foote house, lot 60 feet front on Volusia avenue, was sold to Mrs. Ella J. O'Neill, of Ridge-wood, N. J. Also a large lot on Ridge-wood, 110 by 394, was sold to northern capitalists, who, it is rumored, will erect a hotel during the summer.

P. S. Hall last week purchased of B. F. Hough his cottage and lot at the corner of Palmetto and Cottage avenues, and will remodel same into four apartments, with all modern improvements.

The Norman S. Dayton Agency has sold to E. M. Condit, seven and one-half acres in Blake, belonging to Carl Wehner.

David P. Black, a prominent real estate man of Pittsburg, has rented, and with his family is occupying the Oliver cottage at Daytona Beach.

C. W. Brown, of Wichita, Kansas, has purchased from Laurence Thompson through the Riemann Real Estate Agency, his "Honolulu" cottage, on Cedar street. The same agency recently sold the "Hawaii" cottage, adjoining the "Honolulu," to J. W. Fiero, of Cairo, N. Y.

*For Sale—As I am now traveling and wish to locate nearer the center of my territory, I offer at a low figure all or any part of my property comprising 2 dwellings, 1 store, 1 corner lot on Bay and Beach streets, suitable for business, hotel or opera house and a nine acre farm; see any real estate man or J. E. Rush, owner.

*What is Lily Water? Call at the Electric Light Plant.

BIRD PRESERVE ESTABLISHED

Around Mosquito Inlet to be Known as Mosquito Inlet Reservation.

Warden Appointed.

The 24th of last month, President Roosevelt signed an order establishing Mosquito Inlet Reservation for native birds. The reservation extends from Live Oak Point on the north, including Ponce Park and Coronado, to a point about two miles south of New Smyrna Bridge, and embraces the mangrove and saw-grass islets, shoals, sandbars, and sand spits in Townships 16 and 17, South, Range 34 East, in and near the mouths of the Halifax River and Indian River, North. (The order designates the latter river as the Hillsborough, but the Legislature of Florida recently changed the name to the Indian River, North.)

Captain John Lindquist, Lighthouse Keeper at Mosquito Inlet, has been appointed warden of the new preserve.

The establishment of this preserve is due to the efforts principally of Geo. N. Chamberlin, of this city. He has devoted a great deal of time to the project and has been in constant communication with the Washington authorities for several months. He had maps made of the territory and furnished all the data for the government.

In years past, pelican and other birds were very plentiful in this section, but visitors with an inclination to kill something have gradually thinned them out until there is now but one, where a few years ago there were hundreds. The establishment of the preserve will insure the birds a breeding ground where they will not be molested.

Another Fine Drive.

People who drive out the new Daytona road have objected because they had to come back the same route. This is not necessary for one who knows the road to Winnemissett. Just beyond the bridge on the Daytona road, about three and a half miles from Deland, a road leads to the right, or south, toward Winnemissett. This road has been marked by J. F. Aldis and C. O. Codrington. The road leads by nine lakes to Winnemissett, and is in fairly good condition. Commissioner Cranor has promised to put the prisoners at work on it just as soon as they can be spared, and it will be put in good condition. It can now be used by both autos and horse vehicles. Going from Deland, one can turn north at Winnemissett Park avenue, the road being pioneered to Mr. Kepler's house, where you turn east, skirt the south and east shores of Lake Charles, and continue in a north, north-easterly and north-westerly direction until you come to the Daytona road. Or one can go to Winnemissett, turn north at Boley's west corner passing Lake Charles on the east shore. This is the road used by Winnemissett people to reach the Daytona road; the Lake Helen people go further east, striking into the same road about a mile and a half north of Winnemissett. A sign has been placed on a tree leading north from the main road to Winnemissett. This is a very nice ride of about ten miles, and with the expenditure of \$100.00 could be made the prettiest drive in Volusia county, and perhaps in the State—Deland News.

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C. E. Johnston, Proprietor.



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Phone 27, opp. Public School.

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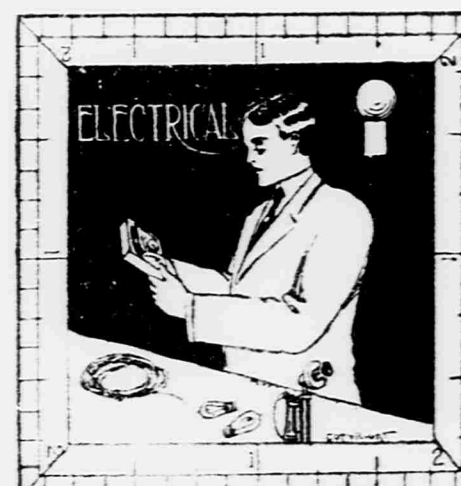
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